

OXC 5402  
Copy 2 of 6  
27 AUG 1963

MEMORANDUM FOR THE RECORD

SUBJECT: Trip Report - [ ] 14 - 20 August 1963

1. The objective of this visit was for familiarization, orientation and observation of [ ], personnel assigned, methods of operation and a general feeling out of problem areas.

2. I was well received by all and was extended many courtesies during my stay.

3. The morning of 16 August 1963 was spent with [ ] and Lt. General Carter touring [ ]. The rest of the time was spent in informal discussions with [ ] all of the Operations Staff, each driver and renewing acquaintances with Lockheed Aircraft Corporation (LAC) personnel.

4. Observations and recommendations:

a. Confidence in A-12 aircraft navigation equipment and procedures is not at a maximum. OXCART will institute a study of proposed equipment and possible procedures and will forward recommendations in the near future.

b. Rendezvous equipment and procedures are not in being but there is a strong feeling that the actual rendezvous may be many times more difficult than has been envisioned. (See item c. for recommendation.)

c. A J-58 configured aircraft is needed immediately for use by the Project pilots.  
NOTE: Productive and realistic A-12 training is at a standstill. Present flights are basically a waste of time. Recommend the proper level of authority request a J-58 aircraft be assigned immediately to our detachment (regardless of MACH or other restriction) so that Project pilots may evaluate the INS, scope, ARC-50 and navigation and rendezvous procedures. Further suggest that Project pilots be authorized to perform routine equipment (INS, ARC-50, cameras, etc.) test flights for LAC.

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d. The Project aircrews have a "left out feeling" that may be psychologically detrimental to our objectives. Recommend that they be briefed on planned programs and interchange of aircrew information plus a more complete utilization of their talents in formulating operational concepts and tactics.

e. The chase problem was discussed in detail. My recommendation is that in the foreseeable future, a "chase" aircraft must be airborne at all times that an A-12 is airborne. The fact that three A-12's have been "saved" by chase should resolve our immediate problem.

f. Flying hours, flying training, who flies what aircraft, ground training and a myriad of other operational aspects were investigated. I feel no need to discuss these at present, but fairly firm opinions were formed and will be borne in mind during the future.

g. Obvious personality problems and command relationship problems were noted. Recommendation: I feel these are fairly well known by all concerned and discussion in this paper would not be proper. However, my personal opinions are available to the proper authorities.

25X1A 5. [REDACTED] were briefed by myself on all items except 4. g.

6. There is no question but what this trip was most profitable for all concerned. Future trips are planned on a 30 to 45 day basis.

25X1A

SIGNED

[REDACTED]  
C/OXC/OD/OSA

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